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INFORMATION REPORT

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COUNTRY East Germany

DATE DISTR. 9 October 1953

SUBJECT Industriewerke VEB Ludwigsfelde-Genshagen
(formerly Daimler-Benz)

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1. On 7 March 1953, the construction of shed No 12 was completed at the Industrie-
werke VEB Ludwigsfelde-Genshagen, formerly the Daimler-Benz plant. This shed
was intended for an annealing installation department with a galvanizing section,
and an electric section with large annealing furnaces. A great number of machines
had arrived but were not yet installed. [redacted] the ventilating appara-
tuses, as compared with those in the other sheds, were especially efficient.

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2. Since 5 February 1953, 500 laborers worked in two shifts in shed No 11. The
shed contained several small and large milling machines, planers, radial and
horizontal drilling and boring machines which, according to nomenclature
plates, were delivered by the firms of Thiel and Wotan in Glauchau.¹
They processed steel tubes of a length of 6 meters and various diameters from
the Stahl- und Walzwerk Hennigsdorf VEB, Stahl- und Walzwerk Brandenburg VEB,
and the BKO Puerstenberg and manufactured small parts like valves and crankshaft
bearings which were delivered to a Magdeburg engine plant and an unidentified
plant in Chemnitz.
3. In early March, about 50 men installed machines in shed No 8 in which seven large
lathes had already been installed. These lathes corresponded to those in shed
No 11 except for being larger. Full production was scheduled to start
in shed No 8 in mid-March and was to comprise crankshafts, camshafts and
connecting rod bearings. [redacted] the
daily current supply for the shed was insufficient.

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4. On 7 March 1953, shed No 1, which was called the entrance shed and comprised
a loading ramp, a siding track, and a checking point for products, was ready
for production. A large crane which covered three quarters of the length of
the shed was under construction. Adjoining rooms housed a test station with
a chemical laboratory and a Roentgen ray room.
5. In early March 1953, the construction of shed No 9 was completed although a
number of small machines had not been installed. [redacted]
6. Work on the interiors was carried out in all other sheds which had not yet been
handed over to the management of the plant.

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7. Two conveyer lines were scheduled to be installed in the plant, one for German, the other for Soviet production. [redacted] the plant was to produce the 2,000 H.P. Diesel engine which had been designed by Daimler-Benz in 1942 and which was for speed boats, 10 to 12 meters long and 1.5 to 3 meters wide. [redacted] a considerable number of engineers of the plant had been transferred to the Rossleuer Schiffswerft at 4 Werft Strasse, Rosslau on the Elbe River, since late 1952 to get experience. [redacted] a 2,000 H.P. Diesel engine was planned for the Rossleuer Schiffswerft in addition to other products.²
8. In early March 1953, [redacted] raw materials imported from the USSR, Sweden and West Germany were processed in Maschinenbau VEB in Unterwellenborn, Thuringia, and the Stahl- und Walzwerk Brandenburg VEB in Brandenburg on the Havel River and were delivered to the plant as semi-finished products.
9. [redacted] in early February 1953, an air force general of a Moscow ministry, who visited the plant, mentioned the production of a new Soviet-type water jet engine which would have the power of these normal type ship engines but which was still in the development stage.
10. The Soviet management of the plant was allegedly scheduled to move into a large office building near the northern guard house of the plant. [redacted] all dismissed or extra employees of Baununion Leipzig who had worked in the plant would be transferred to Ruegen Island by order of the ministry and that, in February, about 200 former Junkers engineers and technicians who had been deported to the USSR in 1945 and 1946 were scheduled to return from the USSR, and that about 100 engineers and foremen of these returnees would be employed in the Industrierwerke VEB Ludwigsfelde-Genshagen. On 12 February 1953, dwellings in Ludwigsfelde began to be evacuated for these engineers and technicians.
- 25X1 [redacted] Comment. The Thial firm is now named Uhren- und Maschinenfabrik, is located in Ruhla, Thuringia, and produces machine tools and watches. It formerly was a SAG plant in SAG Artowale. The Glauchau firm referred to is the former Wotan und Zimmermann plant which as a VEB mainly produces centerless grinding machines for roller bearing producing factories.
- 25X1 [redacted] Comment. Previous information indicates that only Diesel engines of 250 H.P., 1,000 H.P. and 2,500 H.P. are produced in Ludwigsfelde.
- 25X1 [redacted]

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